



US Department
Of Transportation
**Federal Motor Carrier
Safety Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

In Reply Refer To:
MC-RIS

Mr. Gordon Hacker
Safety Director
Ace Doran Hauling and Rigging Company
1601 Blue Rock Street
Cincinnati, OH 45223

Dear Mr. Hacker:

Thank you for your filing on the U.S. DOT Docket Management System on October 31 requesting that the Federal Motor Carrier Safety Administration revise the Inspection Selection System (ISS) used to identify selected carriers' vehicles for roadside inspection.

You indicated that you had the following issues with the ISS:

1. The disparity in the frequency of level 3 inspections among the States and the impact of the disparity on the ISS results and
2. The fact that the ISS methodology uses moving violation data without confirming that these violations are convictions.

We have reviewed your request and understand your concern about the disparity in inspection practices among the States. However, these variances in frequency of inspection activities do not constitute grounds for changing our roadside selection criteria. The frequency with which a State conducts roadside inspections does not negatively impact a carrier's SafeStat results. The **total** number of inspections is not used as an indicator of safety. Moreover, all inspections conducted by the States are uniform in that they are done according to the North American Standard driver/vehicle inspection procedure. As long as each State follows the same criteria for citing specific violations, the only difference in the States' activities is the number and level of inspections conducted. This will always vary among the States because of differing resources available for these activities.

We also understand your concern about the use of moving violation data without confirming that these violations are convictions. It is clearly stated in the SafeStat information on the Analysis and Information Web site (<http://ai.volpe.dot.gov/>) that the Moving Violation Indicator (on the "Driver" screen for a specific carrier) is based on moving violations noted on roadside inspection reports involving traffic stops that do not necessarily result in the issuance of citations.

The officer notes these moving violations, like other driver and vehicle violations, on the inspection report. Issuance of a warning or citation is at the discretion of the officer. Moreover, it is impossible to determine from the information received whether a citation is issued for the violation. Regardless of whether a citation is issued, our data analysis indicates that, in general,

there is a correlation between the moving violation data and higher crash rates. And since all serious moving violations for all carriers are used, all carriers are treated equally.

We are sorry we cannot honor your request. We appreciate your continued concern for the safe operation of your company's trucks and drivers.

Sincerely yours,

Terry Shelton
Director, Office of Information Management